



<b>General</b>	<b>137</b>
<b>Buoyage System</b>	<b>138</b>
<b>Currency</b>	<b>138</b>
<b>Firing Areas</b>	<b>138</b>
<b>Government</b>	<b>142</b>
<b>Holidays</b>	<b>142</b>
<b>Industries</b>	<b>142</b>
<b>Languages</b>	<b>142</b>
<b>Mined Areas</b>	<b>142</b>
<b>Pilotage</b>	<b>147</b>
<b>Regulations</b>	<b>147</b>
<b>Search and Rescue</b>	<b>148</b>
<b>Signals</b>	<b>148</b>
<b>Time Zone</b>	<b>148</b>
<b>U.S. Embassy</b>	<b>149</b>

## General

New Zealand is located in the Southwest Pacific Ocean about 1,200 miles SE of Australia. There are three principal islands, North Island, South Island, and Stewart Island, located between 34°30'S and 47°30'S, and 166°30'E and 178°45'E.

The Chatham Islands, which lie between 43°30'S and 44°30'S, and 175°45'W and 177°W, are also considered part of New Zealand proper.

The minor islands included within the geographical boundaries of New Zealand are Kermadec Islands, lying between 29°10'S and 31°30'S, and 177°45'W and 179°W; Bounty Islands, 47°42'S, 179°03'E; Antipodes Islands, 49°41'S, 178°50'E; Auckland Islands, 50°45'S, 166°E; and Campbell Island, 52°32'S, 169°10'E.

The climate is temperate with sharp regional contrasts. The terrain is predominately mountainous with some large coastal plains.

## Pratique

The Master of every vessel about to enter a New Zealand port shall, not later than 12 hours and not earlier than 24 hours

before the estimated time of arrival at that port, inform the Port Health Officer by radio of the vessel's ETA, last port, and date of departure therefrom, number of crew, number of passengers, state of health, and indicate if there is a doctor on board. Masters must confirm the ETA 12 hours before arrival.

The appropriate International Code of Signal flags should be displayed at the masthead before the vessel arrives 3 miles from its port of call, and the signal shall be displayed until pratique is granted.

Certain vessels may be granted pratique by radio and therefore need not be visited by a Port Health Officer.

In order for a vessel to be approved for this system, the following requirements must be complied with:

1. A medical officer must be carried as part of the complement of the vessel.

2. The owners of the vessel shall from time to time notify the Director General of Health of the names of the Master and Medical Officer, and any changes thereto.

On receipt by the Port Health Officer of the radio message from the above-mentioned vessel, may grant pratique and inform the Master by radio before the arrival of the vessel.

Vessels trading normally between New Zealand and Antarctica, Australia, Campbell Island, Cook Islands, Fiji, Lord Howe Island, Macquarie Island, Nauru Island Niue, Norfolk Island, Banaba, Raoul Island, Rarotonga, Samoa, and Tonga are exempted from inspection by the Port Health Officer provided there is no case or suspected case of disease on the vessel.

A similar exemption is granted to vessels making their first port of call in New Zealand directly after leaving any port on the W coast of Canada or the United States, or from any port on the E coast of those countries, if using the Panama Canal.

In these cases, an intervening call may be made enroute to New Zealand at any port of the above-listed places.

The exemptions only apply if no person onboard suffers from an eruptive disease or a disease attended by fever.

It is unlawful for any person, except in an emergency or with the authority of the Port Health Officer, to board any vessel before pratique is granted.

Until pratique is granted all persons onboard, including those who with permission may have boarded the vessel, are liable to quarantine.

Masters of all vessels arriving from any port outside New Zealand, with the exception of those mentioned, shall deliver to the Port Health Officer a maritime declaration of health countersigned by the vessel's Medical Officer, if carried.

The Master of every vessel liable to quarantine should be prepared to furnish to the Port Health Officer a list of all passengers, showing in the respect of each the name, sex, race, age, and port of embarkation. The Master will also be prepared to provide a list of the crew giving the name, race, and rating of each member.

Medical advice may be obtained from coastal radio stations by vessels of all nationalities, free of charge, by means of Medical Advice Radio telegrams. They should be addressed "Radiomedical" followed by the name of the coastal radio station.

Strict prohibition against the import of animals, birds and eggs, fish, reptiles, bees and insects, fruit (including dried fruit), seeds, bulbs, plants, flowers, and nuts into New Zealand are in force. Some are prohibited entry. Entry of others is restricted, and others permitted after treatment. For further information, the Port Agriculture Officer should be consulted when he boards the vessel.

## Buoyage System

The IALA Buoyage System (Region A) is in effect.

See Chart No. 1 for further IALA Buoyage System information.

## Currency

The official unit of currency is the New Zealand dollar, consisting of 100 cents.

## Firing Areas

Firing and bombing practices and defense exercises take place intermittently in a number of areas off the coast of New Zealand.

In view of the responsibilities of range authorities to avoid accidents, limits of practice areas are not shown on New Zealand and British Admiralty charts, and descriptions of areas do not appear in the British Admiralty Sailing Directions for New Zealand. Such range beacons, lights, and marking buoys as may be of assistance to the mariner, or targets which might be a danger to navigation, will however be shown on charts and, when appropriate, mentioned in the New Zealand Pilot.

The principal types of practices carried out are:

Type	Description	Remarks
a. Air to ground or air to sea.	i. Bombing practice from aircraft at ground targets. ii. Aircraft firing at towed or stationary targets on sea or land.	Warning signals are usually shown. Firing takes place to seaward of land targets. All marine craft operating as range safety craft or targets will display, for identification purposes, while in the vicinity of the danger area by day, a large red flag at the masthead.
b. Sea or ground to air.	Anti-aircraft firing from shore batteries or ships from AA guns or machine guns at a target towed by aircraft as in a(ii) above, or at balloons.	Ships show a red flag by day; a night signal is not shown.
c. Air to air.	Aircraft fire at a large white or red sleeve or flag (which may be illuminated by a bright white light) towed by another aircraft moving on a steady course.	
d. Ground to sea or sea to ground.	Firing from shore batteries or ships at fixed or floating targets.	
e. Rocket or guided weapons firing.	May be a, b, c, or d above.	All such firings under Clear (Air and Sea) Range procedures. Devices are generally incorporated whereby the missiles may be destroyed should their flight be erratic. Ships show a red flag by day; a night signal is not shown.

## Notification

Warnings will not be issued in respect of exercise areas M103, M202, and M304, as these areas are to be considered in continual use.

For the information of ships at sea, warnings of practices will be notified by:

1. The broadcast of VHF and R/T messages which will be promulgated during evening and morning transmission times (NZST) before any practice takes place.

2. New Zealand Notices to Mariners, if practices are to be of long duration, i.e., 7 days or more.

3. Additional warnings of Army live-shell practices only will be notified by advertisement in a newspaper or newspapers within the port concerned not less than 24 hours before a practice begins and by the regional YA broadcast station for the port concerned not less than 12 hours before any practice.

4. In addition to 1 above, for all firings in the New Zealand area, whether in prescribed areas or not, firing warnings are to be passed on R/T (2182 kHz and VHF channel 16), 5 minutes prior to the commencement of live firing, every 30 minutes thereafter, and immediately on completion of firings.

In order to promulgate the danger areas radio warnings will generally read in the following form, for example: "Coastal Navigational Warning No. 23 begins Weapons Practice Hawraki Gulf Area November 23 from 1000 to 1400 Danger Area M109 ends."

Be advised that warnings may be promulgated in Notice to Mariners.

### Warning Signals

These consist of a large red flag by day and a red fixed light at night. The absence of any such signal cannot, however, be accepted as evidence that a practice area does not exist.

Warning signals are shown from 30 minutes before practice commences until it closes.

Ships and aircraft carrying out night exercises may illuminate with white, green, or red flares.

The range authorities are responsible for ensuring that there should be no risk of damage from falling shell splinters, or bullets to any vessel which may be in a practice area.

If a vessel in an area where practice is in progress, it should maintain course and speed, but, if it is prevented from doing this for navigational reasons, it should endeavor to clear the area at the earliest possible moment.

Practices will not normally take place while a vessel is in a danger area, but the area must be cleared as soon as possible after the warning signal has been shown.

### Clear Range Procedures

The following limits are used by RNZAF crews engaged in dropping live weapons:

1. The dropping area is reported to be at least 30 nautical miles (15 mile limit used for practice weapons) from the nearest land. Outside the 100m line and at least 20 nautical miles (10 mile limit used for practice weapons) from all shipping.

2. The visibility is to be over 5 nautical miles and all attacks are to be made from below cloud base. The target is to be visible at the time of the drop.

3. The area through which and into which any weapon will pass or fall is to be clear of all air and sea traffic.

Fisherman operating in the vicinity of firing practice and exercise areas may occasionally bring unexploded missiles or portions of them to the surface in their nets or trawls.

These objects may be dangerous and should be treated with great circumspection and jettisoned immediately (fixing the position, if possible), with no attempt being made to tamper with them or bring them back for inspection by naval authorities.

The meanings of the prefixes to the designated firing areas are, as follows:

R Restricted Area—area where certain restrictions apply to aircraft operations

D Danger Area—area where dangers may be present, e.g. firings.

M Military Operational Area—area where military operations, including firings, may take place.

New Zealand Danger Areas		
No.	Area	Activity
M101	<b>Kaipara</b> Area bound by a circle 10 nautical miles in radius from position 36°28.65'S, 174°09.64'E.	Military aircraft exercises on M103.
M102	<b>East Coast of Northland</b> a. 34°30.0'S, 174°50.0'E. b. 35°00.0'S, 174°50.0'E. c. 35°00.0'S, 174°15.0'E. d. 34°30.0'S, 174°15.0'E.	Surface to air and surface to surface firings and ship exercises.
M103	<b>Kaipara</b> Area bound by a circle 3 nautical miles in radius from position 36°28.65'S, 174°09.64'E.	Bombing (in constant use) and live shell practice.

New Zealand Danger Areas		
No.	Area	Activity
M109	<b>Hauraki Gulf</b> a. 36°24'S, 175°18'E. b. 36°40'S, 175°18'E. c. 36°40'S, 174°57'E. d. 36°29'S, 174°57'E. e. 36°24'S, 175°05'E. f. 36°24'S, 175°18'E.	Air to surface, surface to air, and surface to surface firings, bombing, and ship exercises.
D122	<b>Whangaparaoa</b> a. 36°30.0'S, 174°49.0'E. b. 36°30.0'S, 174°57.0'E. c. 36°35.0'S, 174°57.0'E. d. 36°35.8'S, 174°49.0'E.	Surface to air and surface to surface firings.
D128	<b>Whangaparaoa</b> a. 36°36.7'S, 174°50.3'E. b. 36°36.7'S, 174°51.5'E. c. 36°34.7'S, 174°51.5'E. d. 36°34.7'S, 174°49.0'E. e. 36°35.8'S, 174°49.0'E. f. Coastline	Small arms and pyrotechnics.
M201	<b>Great Barrier Island and Bay of Plenty</b> a. 34°50'S, 178°10'E. b. 37°20'S, 178°10'E. c. 37°20'S, 176°25'E. d. 36°20'S, 176°25'E. e. 36°20'S, 175°50'E. f. 35°50'S, 175°50'E. g. 34°50'S, 177°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201A	a. 34°50'S, 177°35'E. b. 35°20'S, 177°35'E. c. 35°20'S, 176°25'E. d. 34°50'S, 177°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201B	a. 34°50'S, 178°10'E. b. 35°20'S, 178°10'E. c. 35°20'S, 177°35'E. d. 34°50'S, 177°35'E	Surface to air and surface to surface firings, ship and submarine exercises.
M201C	a. 35°20'S, 177°00'E. b. 35°50'S, 177°00'E. c. 35°50'S, 175°50'E. d. 35°20'S, 176°25'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201D	a. 35°20'S, 177°35'E. b. 35°50'S, 177°35'E. c. 35°50'S, 177°00'E. d. 35°20'S, 177°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201E	a. 35°20'S, 178°10'E. b. 35°50'S, 178°10'E. c. 35°50'S, 177°35'E. d. 35°20'S, 177°35'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201F	a. 35°50'S, 176°25'E. b. 36°20'S, 176°25'E. c. 36°20'S, 175°50'E. d. 35°50'S, 175°50'E.	Surface to air and surface to surface firings, ship and submarine exercises.

New Zealand Danger Areas		
No.	Area	Activity
M201G	a. 35°50'S, 177°00'E. b. 36°20'S, 177°00'E. c. 36°20'S, 176°25'E. d. 35°50'S, 176°25'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201H	a. 35°50'S, 177°35'E. b. 36°20'S, 177°35'E. c. 36°20'S, 177°00'E. d. 35°50'S, 177°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201J	a. 35°50'S, 178°10'E. b. 36°20'S, 178°10'E. c. 36°20'S, 177°35'E. d. 35°50'S, 177°35'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201K	a. 36°20'S, 177°00'E. b. 36°50'S, 177°00'E. c. 36°50'S, 176°25'E. d. 36°20'S, 176°25'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201L	a. 36°20'S, 177°35'E. b. 36°50'S, 177°35'E. c. 36°50'S, 177°00'E. d. 36°20'S, 177°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201M	a. 36°20'S, 178°10'E. b. 36°50'S, 178°10'E. c. 36°50'S, 177°35'E. d. 36°20'S, 177°35'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201N	a. 36°50'S, 177°00'E. b. 37°20'S, 177°00'E. c. 37°20'S, 176°25'E. d. 36°50'S, 176°25'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201P	a. 36°50'S, 177°35'E. b. 37°20'S, 177°35'E. c. 37°20'S, 177°00'E. d. 36°50'S, 177°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M201Q	a. 36°50'S, 178°10'E. b. 37°20'S, 178°10'E. c. 37°20'S, 177°35'E. d. 36°50'S, 177°35'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M304	<b>Ruamai</b> Area bound by a circle 4 nautical miles in radius from position 40°12.27'S, 175°13.50'E to seaward of the coastline.	Permanent firing area, bombing, air to ground firings (Monday thru Friday, 0830 to 1700 NZST/NZDT).
M308	<b>Tangimoana</b> a. 40°04.6'S, 175°03.8'E. b. 40°34.7'S, 175°07.9'E. c. 40°34.3'S, 174°52.0'E. d. 40°04.1'S, 174°48.1'E.	Air to air firings.
M309	<b>Himatangi</b> a. 40°20.00'S, 175°13.00'E. b. 40°20.00'S, 175°15.25'E. c. 40°21.50'S, 175°15.25'E. d. 40°21.50'S, 175°13.00'E.	Firings.

New Zealand Danger Areas		
No.	Area	Activity
D420	<b>Sponge Bay</b> a. 38°41.3'S, 178°03.3'E. b. 38°42.0'S, 178°02.7'E. c. 38°42.1'S, 178°01.9'E. d. 38°41.8'S, 178°02.3'E.	Firings.
M504	<b>Wairarapa Coast</b> a. 40°25.7'S, 178°02.2'E. b. 41°02.1'S, 177°18.8'E. c. 40°42.7'S, 176°50.5'E. d. 40°06.3'S, 177°33.9'E.	Air gunnery, surface to air and surface firings, ship and submarine exercises.
M602	<b>Cape Palliser</b> a. 41°45'S, 175°30'E. b. 42°15'S, 175°30'E. c. 42°15'S, 174°55'E. d. 41°55'S, 174°55'E. e. 41°45'S, 175°00'E.	Surface to air and surface to surface firings, ship and submarine exercises.
M801	<b>Banks Peninsula</b> a. 43°30'S, 173°50'E. b. 44°00'S, 173°50'E. c. 44°00'S, 173°15'E. d. 43°35'S, 173°15'E. e. 43°30'S, 173°25'E.	Surface to air and surface to surface firings and ship exercises.
M906	<b>Otago Peninsula</b> a. 45°45'S, 171°30'E. b. 46°15'S, 171°30'E. c. 46°15'S, 170°55'E. d. 45°45'S, 170°55'E.	Surface to air and surface to surface firings and ship exercises.

## Government

New Zealand has a parliamentary democratic system of government, closely patterned on that of the United Kingdom and is a fully independent member of the British Commonwealth of Nations. Queen Elizabeth II is the sovereign and Chief of State, represented in New Zealand by a Governor General. Parliament consists of one chamber, the House of Representatives.

In the island territories the Crown is represented by a Resident Commissioner or Resident Agent, and in the Trust Territory of Western Samoa by a High Commissioner, who is responsible to the New Zealand Government for the administration of government to the islands concerned.

## Holidays

The following holidays are observed:

January 1, New Year's Day; February 6, Waitangi Day; Good Friday; Easter Monday; Anzac Day; Queen's Birthday; Labor Day; and December 25, Christmas Day.

Local holidays in Auckland are Waterside Workers' Picnic Day; and Provincial Anniversary Day.

## Industries

The main industries are based on food processing, wood and paper products, textiles, machinery, transportation equipment, banking and insurance, tourism, and mining.

## Languages

English is the official language of New Zealand.

## Mined Areas

### Danger Areas

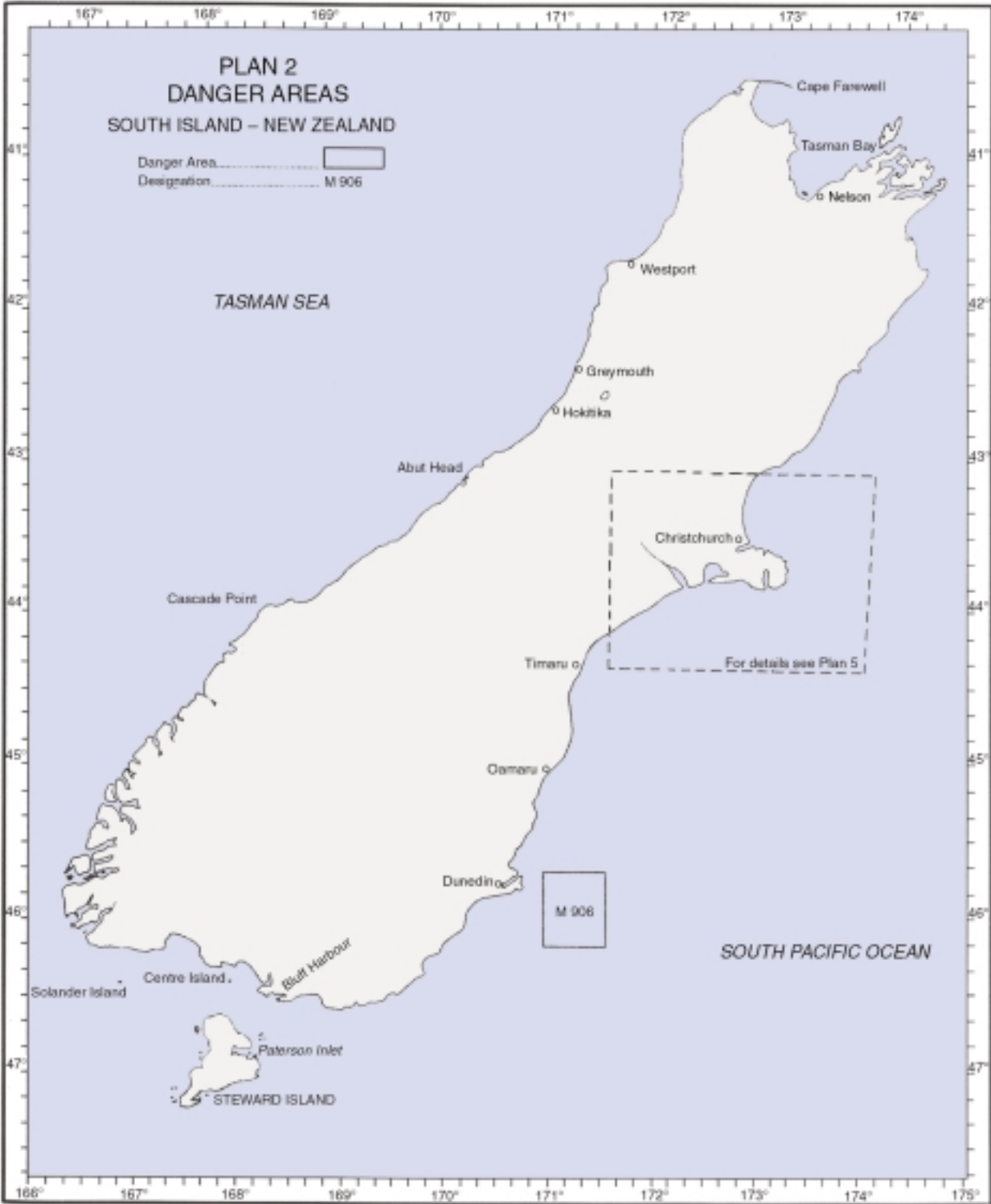
Before the present regulations establishing five ammunition dumping areas in over 600m were brought into force, it was the practice to dump ammunition in any suitable area off the New Zealand coast adjacent to the loading point providing the depth was greater than 200m.

Ammunition has been found inside the 200m curve, especially in the Hauraki Gulf area, and in the waters around the Hen and Chicken Islands (35°55'S., 174°45'E.).

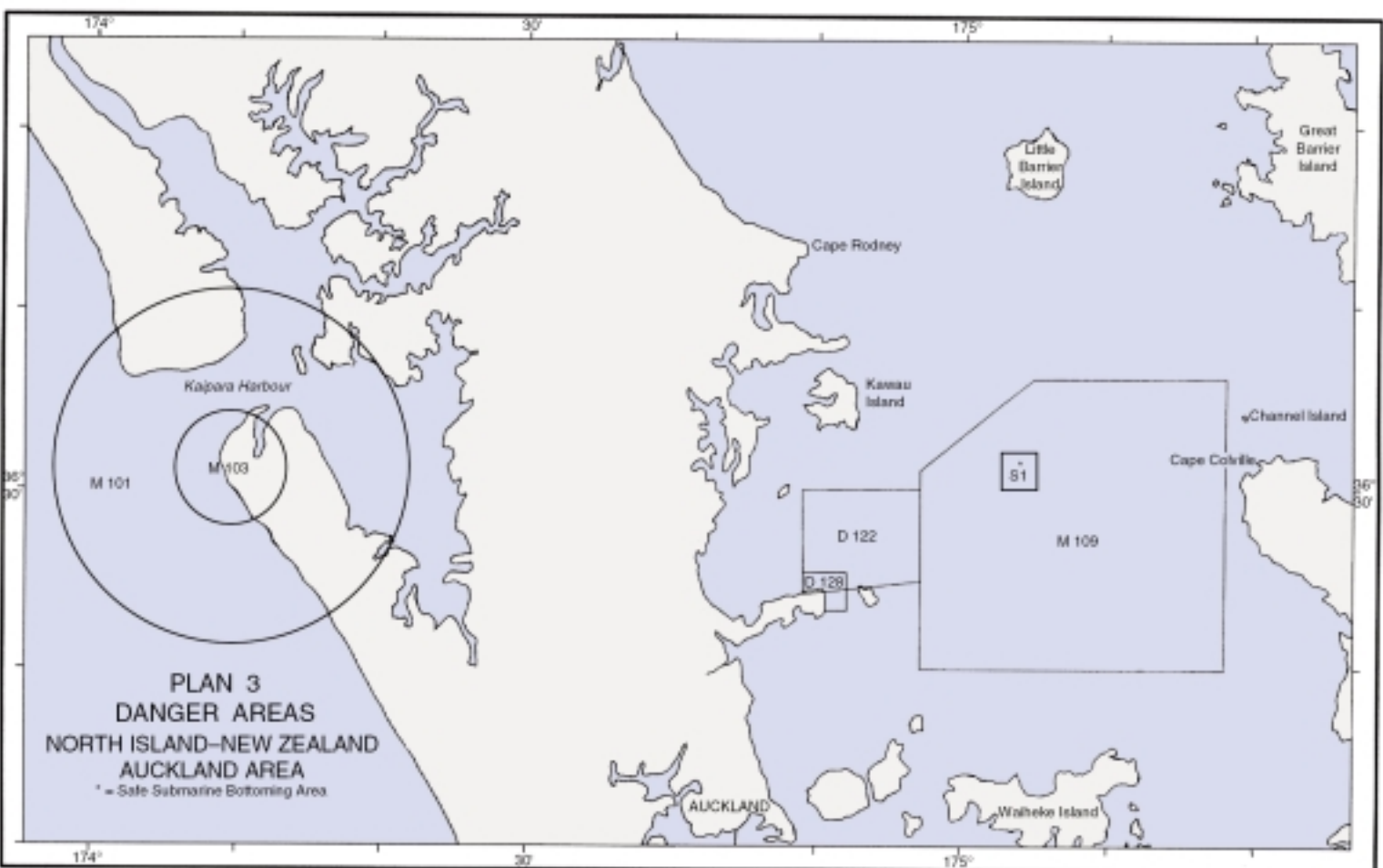
The area within 0.5 mile of the shores of the Hen and Chicken Islands is potentially dangerous.

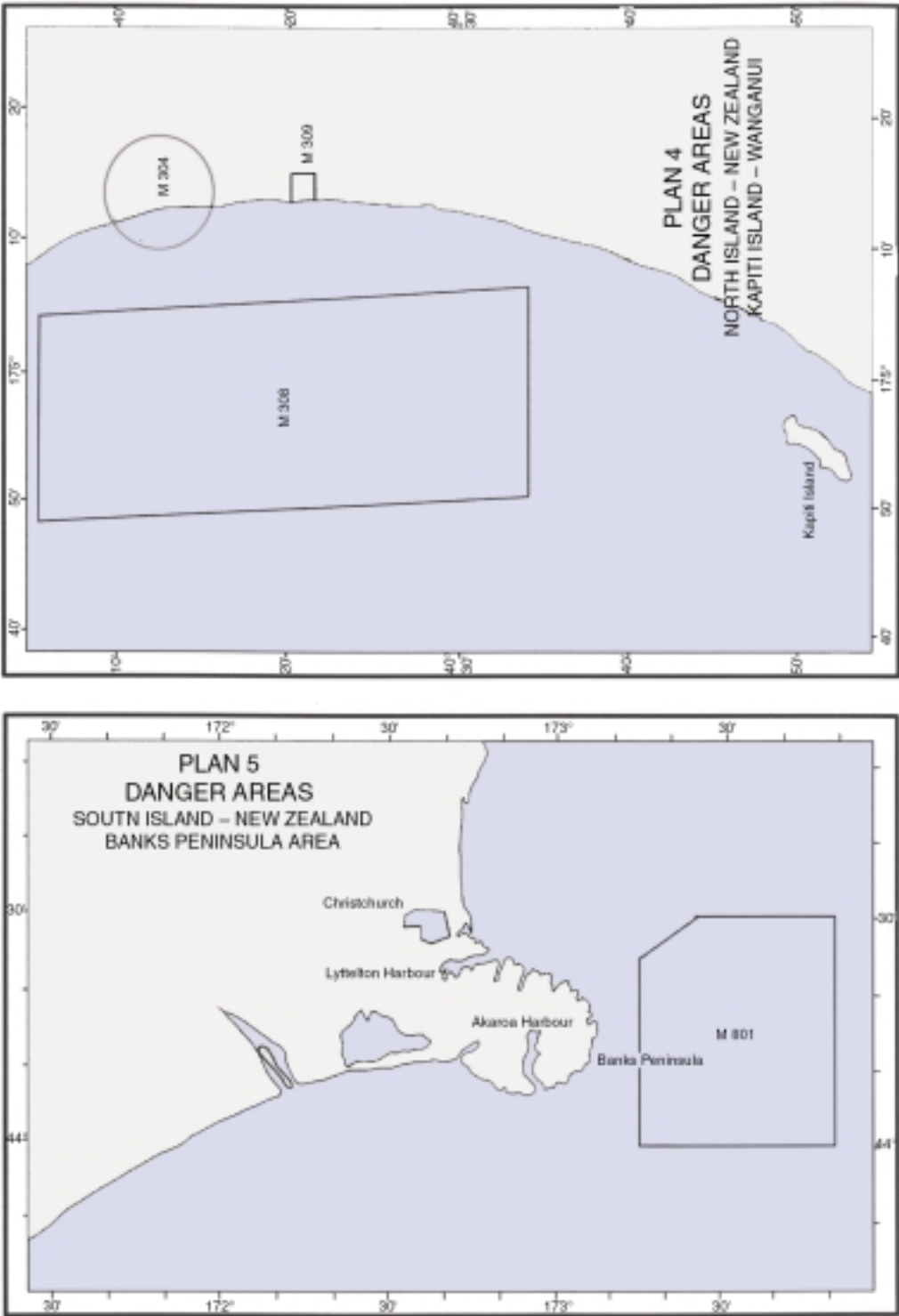
Ammunition dumping areas are defined as being within a radius of 5 miles, and can best be seen on the chart.











## Pilotage

Pilotage is compulsory for merchant vessels, other than those exempted, at the ports of Auckland, Bluff, Gisborne, Lyttelton, Napier, Nelson, Otago, Opuā, Tauranga, Picton, Port Taranaki, Timaru, Wanganui, Wellington, Westport, and Whangarei. Pilotage is also compulsory at Taharoa and Waverley offshore terminals. At other ports pilotage is not compulsory and pilots only board vessels when signaled.

## Regulations

A vessel on arrival for the first time at a New Zealand port should purchase a copy of the General Harbor Regulations, and the bylaws of the port from the government shipping offices at Auckland, Bluff, Dunedin, Lyttelton, Napier, Nelson, Picton, Port Taranaki, Wellington, Westport, or Whangarei.

## Shipping Routes

1. A Voluntary Code has been introduced to reduce the potential for the pollution of the marine environment around New Zealand's coast. The Code, for shipowners and shipmasters, recommends measures to reduce the likelihood of stranding of ships carrying oil or harmful liquid substances in bulk.

It stresses the importance of the shipmaster's duty to exercise discretion in particular circumstances, safe navigation, prompt reporting to the Maritime Safety Authority of New Zealand when experiencing any difficulties which could lead to pollution, and the summoning of salvage assistance without delay, and observing regional routing schemes.

2. This Code applies to ships carrying oil or other harmful substances in bulk, as defined in Annexes I and II of MARPOL 73/78.

## Routes around the New Zealand Coast

Ships are to keep at least 5 nautical miles off the land, any charted danger(s), or any off-lying island(s), until reaching the position where alteration is required to make port.

A greater distance off may be necessary in adverse onshore weather, or if it's known that the ship has any mechanical deficiency that might impair the power or maneuverability.

## Approaches to New Zealand Ports

### Whangarei

From the N, pass 5 nautical miles to the E of the Poor Knights Islands and High Peaks Rocks, then midway through Parry Channel, and then to the pilot station.

From the S, proceed through Colville and Jellicoe Channels, keeping at least 3 nautical miles off the land, and then to the pilot station.

### Auckland

From the N, enter the Hauraki Gulf through Jellicoe Channel, keeping at least 3 nautical miles off the land, then at least 3 nautical miles off Flat Rock, then at least 3 nautical miles off Shearer Rock, and then to the pilot station.

From the E, enter the Hauraki Gulf through Colville Channel, keeping to the N of Channel Island, and then to the pilot station.

### Tauranga

From the N, keep at least 4 nautical miles to the W of Mayor Island and then to the pilot station.

From the E, keep at least 5 nautical miles to the N of Volkner Rocks, then 3 nautical miles to the N of Astrolabe Reef, and then to the pilot station.

### Gisborne

From the N, proceed to the E of Ariel Bank, keeping 5 nautical miles off the charted dangers to the SE of the bank, then to a position 3.4 nautical miles due E of Young Nicks Head, and then to the pilot station.

Alternatively, pass midway between Ariel Bank and Monowai Rocks, then at least 4 nautical miles off Tuaheni Point, and then to the pilot station.

From the S, keep at least 5 nautical miles off Table Cape and then to the pilot station.

### Napier

From the N and S, keep at least 5 nautical miles off any charted danger and then to the pilot station.

### Wellington

From the E, keep at least 3 nautical miles off Baring Head and then to the pilot station.

From Cook Strait, pass midway between The Brothers and Fisherman's Rock, then at least 4 nautical miles off Cape Terawhiti, then at least 4 nautical miles off Karori Rock, and then to the pilot station.

### Picton

Pass midway between Cook and Walker Rocks, at the entrance to Queen Charlotte Sound, and then to the pilot station.

### Nelson

Keep at least 5 nautical miles off Pitt Head and at least 5 nautical miles off Pepin Island and then to the pilot station.

### Lyttelton

From the N, keep at least 5 nautical miles off the land until approaching the pilot station.

From the S, keep at least 5 nautical miles off Steep Head, then at least 3 nautical miles off Long Lookout Point, and then to the pilot station.

### Timaru

From the N, keep at least 5 nautical miles off the land until reaching the pilot station.

From the S, keep at least 5 nautical miles off the land, then at least 3 nautical miles off Tuhawaiki Point, and then to the pilot station.

### Otago Harbor

From the N, keep at least 5 nautical miles off the land until approaching the pilot station.

From the S, keep at least 4 nautical miles off Cape Saunders, then at least 3 nautical miles E of Tairoa Head, and then to the pilot station.

**Bluff**

From the E, keep at least 3 nautical miles off Slope Point, then at least 3 nautical miles off Waipapa Point, then at least 1.5 nautical miles S of Dog Island, and then to the pilot station.

From the W, keep at least 5 nautical miles S of Centre Island and then to the pilot station.

**New Plymouth**

From the W, keep at least 5 nautical miles off Cape Egmont, then at least 5 nautical miles off the land, then at least 3 nautical miles off Saddleback Island, and then to the pilot station.

From the N, keep at least 5 nautical miles off the land until approaching the pilot station.

**Manukau**

Keep at least 5 nautical miles off charted dangers until approaching the harbor entrance.

**Customs**

Customs officers are stationed at Auckland, Blenheim, Dunedin, Gisborne, Greymouth, Hamilton, Invercargill, Napier, Nelson, New Plymouth, Tauranga, Timaru, Wanganui, Wellington, and Whangarei. Timaru is the controlling port for Oamaru. Whangarei is the controlling port for Opuia.

A vessel from overseas must not make her first port of call a subport without permission from the Collector of Customs.

Every vessel entering any harbor, as soon as it arrives within signaling distance of the signal station, shall by the most convenient means available establish its identity to the harbor signal station. Such identification shall be acknowledged by the signal station.

The Ministry of Defense has stated that should it become necessary to control the entrance of ships into and the movement of ships within certain ports under its control in New Zealand, the signals described below will be displayed.

These signals will be shown from some conspicuous position in or near the approaches to the ports concerned and may be displayed also by any of the Examination or Traffic Control Vessels operating in the approaches.

By day, three red balls disposed vertically or at night three red flashing lights disposed vertically and visible all around the horizon, will indicate that entrance to the port is prohibited.

Three green lights disposed vertically and visible all around the horizon, will indicate that entrance to the port is permitted.

By day, a blue flag or at night, a red light, green light, red light, disposed of vertically and visible all around the horizon, will indicate that movement of shipping within the port or anchorage is prohibited.

The lights described above will be carried in addition to the ordinary navigation lights of the Examination Vessels.

Masters of vessels are warned that should they approach the entrance to a port which is being controlled by the Ministry of Defense they should not enter a declared "Dangerous Area" or close boom defenses without permission, nor should they anchor or stop in a dangerous area or prohibited anchorage unless instructed to do so.

Masters are advised to communicate with any Government or Port Authority vessel found patrolling in the offing to ascertain the recommended approach to the port.

In certain circumstances it may be necessary to take special measures to examine, or to establish the identity of, individual vessels desiring to enter ports and to control their entry.

This is the function of the Examination Service, whose officers will be afloat in Examination Vessels or Traffic Control Vessels.

These vessels will display the distinguishing flags of the Examination Service, which are the following:

1. The Examination Service special flag with a white and red center, and blue border.
2. The New Zealand Blue Ensign or, exceptionally, the New Zealand White Ensign.

If ordered to anchor in an Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding an accident, to do any of the following without prior permission being obtained from the Examining Officer:

1. To lower any boat.
2. To communicate with the shore or with any other ship.
3. To move the ship.
4. To work cables.
5. To allow any person or object to leave the ship.

The permission of the Immigration Officer must be obtained before any passenger or member of the crew who has embarked outside New Zealand is allowed to land.

**Search and Rescue**

The New Zealand Search and Rescue Organization is established to provide assistance to aircraft in distress.

It further provides, when called on by the responsible authority, for the search and rescue of marine craft, either missing or in distress, and provides assistance for other purposes.

The organization is based on the utilization of military and civil facilities which are coordinated through rescue coordination centers.

Salvage operations are not the function of the Search and Rescue Organization.

Rescue coordination centers are responsible for initiating, coordinating, and terminating search and rescue operations within their areas of responsibility.

**Signals**

The Tsunami Warning System applies to vessels in New Zealand harbors. Following an initial warning from the harbormaster, either by five prolonged blasts on a siren or verbally, vessels should establish a continuous listening watch, until the emergency is over, on the frequency notified by the harbormaster on the vessel's arrival.

Unless otherwise stated, vessels should call (name of port) Harbor Radio. Where available, 2,045 kHz is reserved for use in an emergency.

**Time Zone**

The Time Zone description is MIKE (-12).

---

**U.S. Embassy**

The mailing address is P.O. Box 1190, Wellington PSC 467,  
Box 1, FPO AP 96531-1001.

The U.S. Embassy is situated at Wellington.